

ATTACHMENT:

Process Sheet No. 4115-A

Report on Alaskan Ports and
Installations Prepared by members of the
annual resupply Mission which was under
the Supervision of the Commander, Alaskan Air
Command.

**ONI DECLASSIFICATION/RELEASE INSTRUCTIONS ON
FILE**

DIC/13ND Report No. 147-53

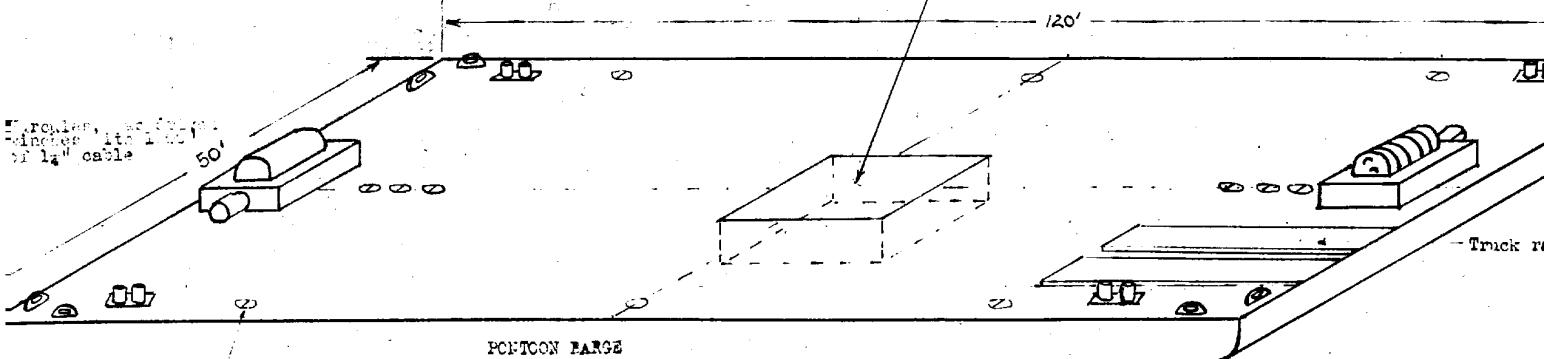
1 of Encl 1st

Subject Cape Wales, Alaska

Cargo site Baker 2 (a) (A 158)

Suggested means of moving cargo from
LST to beach.

Water tight storage
compartment, flush with deck,
for storage of all the winch
spare parts and cargo handling gear.



PONTOON BARGE

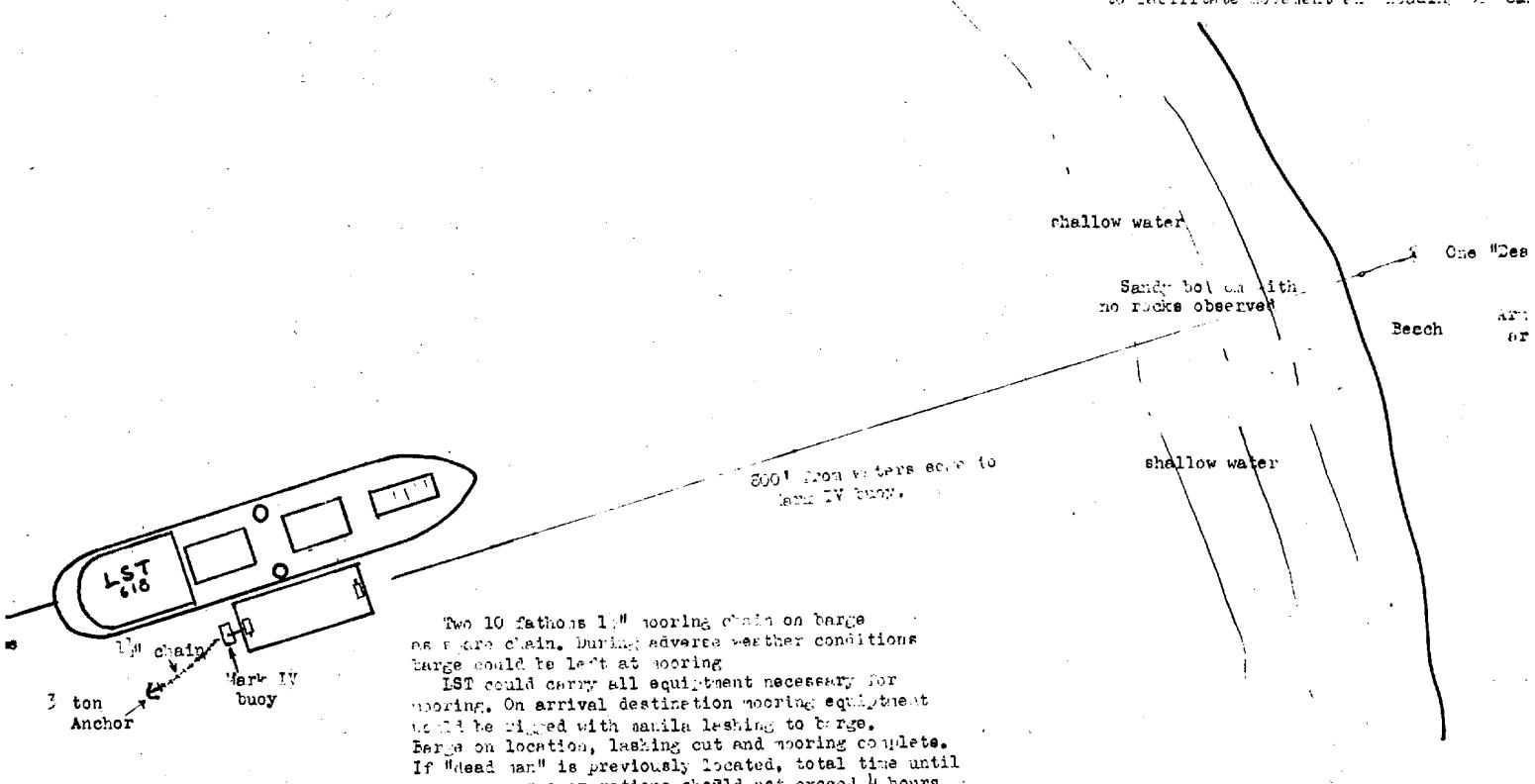
Concave or Flush deck
padeyes.

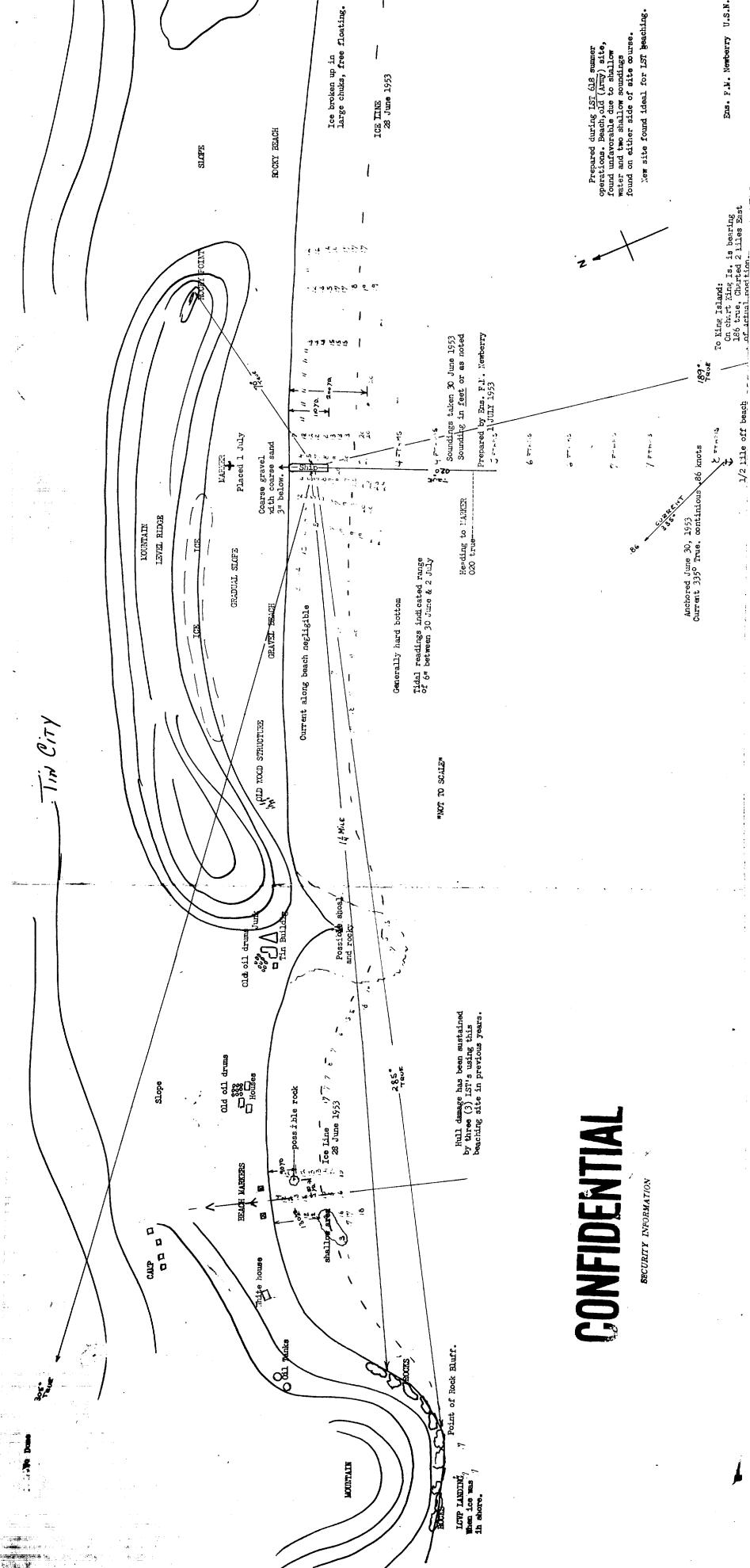
The pontoon barge is only of approximate size.
The separate sections are not shown, as to the
barge construction.

Alternate use of barge, with slight
alteration for BG use, replacing BG in
area this season.

During the winter months the barge can
be pulled up on the beach so that no ice
damage is done.

When barge is in use a small Pontoon
could be transferred from LST to the barge
to facilitate movement and loading of cargo.





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11

Approved For Release 2001/09/04 : CIA RDP83-00423R001200240003-1

SEP. 13, 1953

This chart was prepared during the summer operations of the LST 618.

USE CHART WITH CAUTION, RIVE
SUBJECT TO CHANGE AND CHART
NOT TO SCALE

NÁKNEK RIVER

SHOAI

Soundings taken upon departure
16 September 1953 between 1800-1830.
High water of 21.6' at 2009
Soundings in FATHOMS.

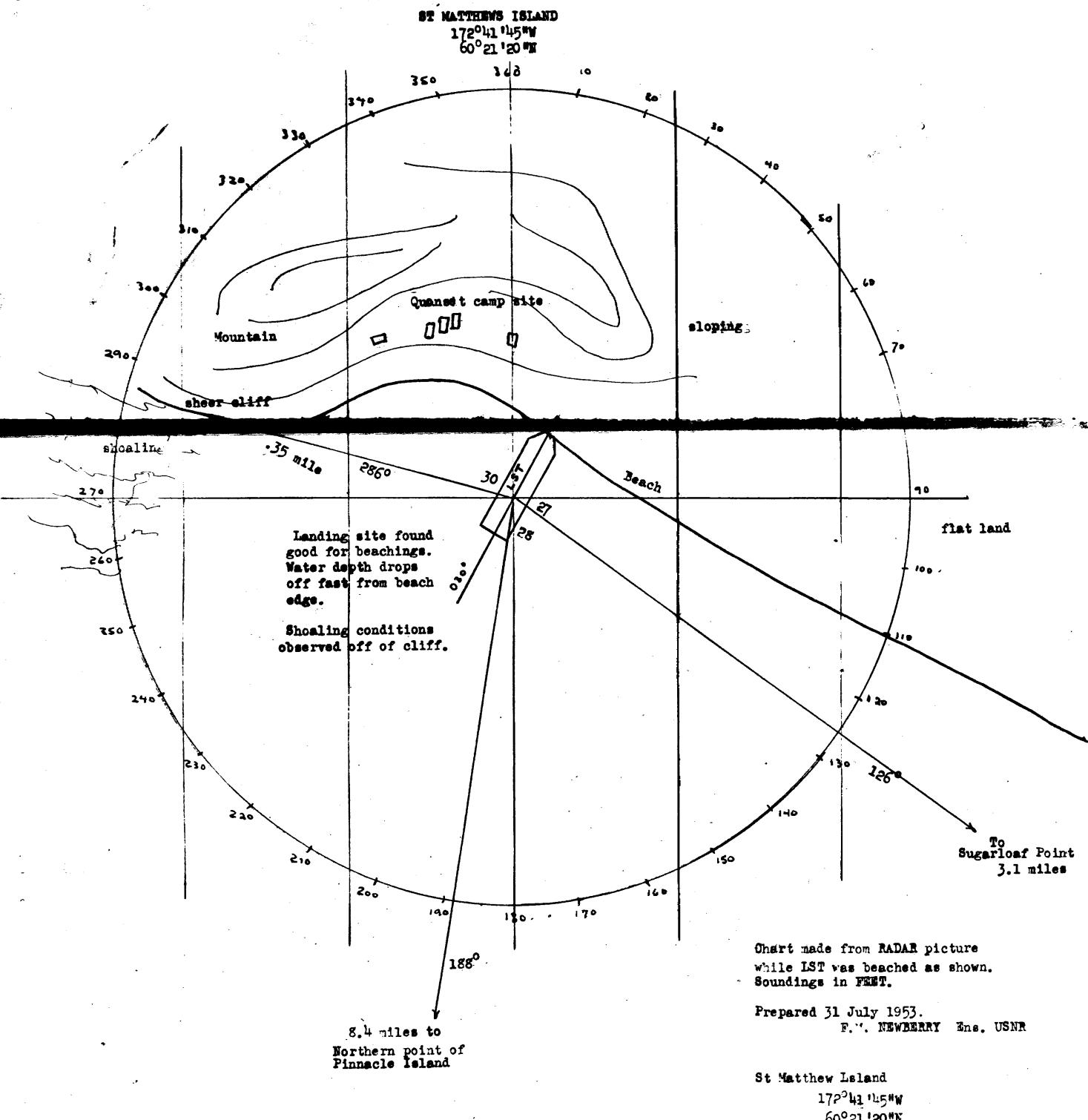
SHOA

A hand-drawn map on a piece of paper. It features a horizontal line with two arrows pointing to labels. The first label, 'TWO RED TANKS', is positioned below the line. The second label, 'DIAMOND 'O' CANNER', is positioned above the line. The drawing is done in black ink with some cross-hatching for shading.

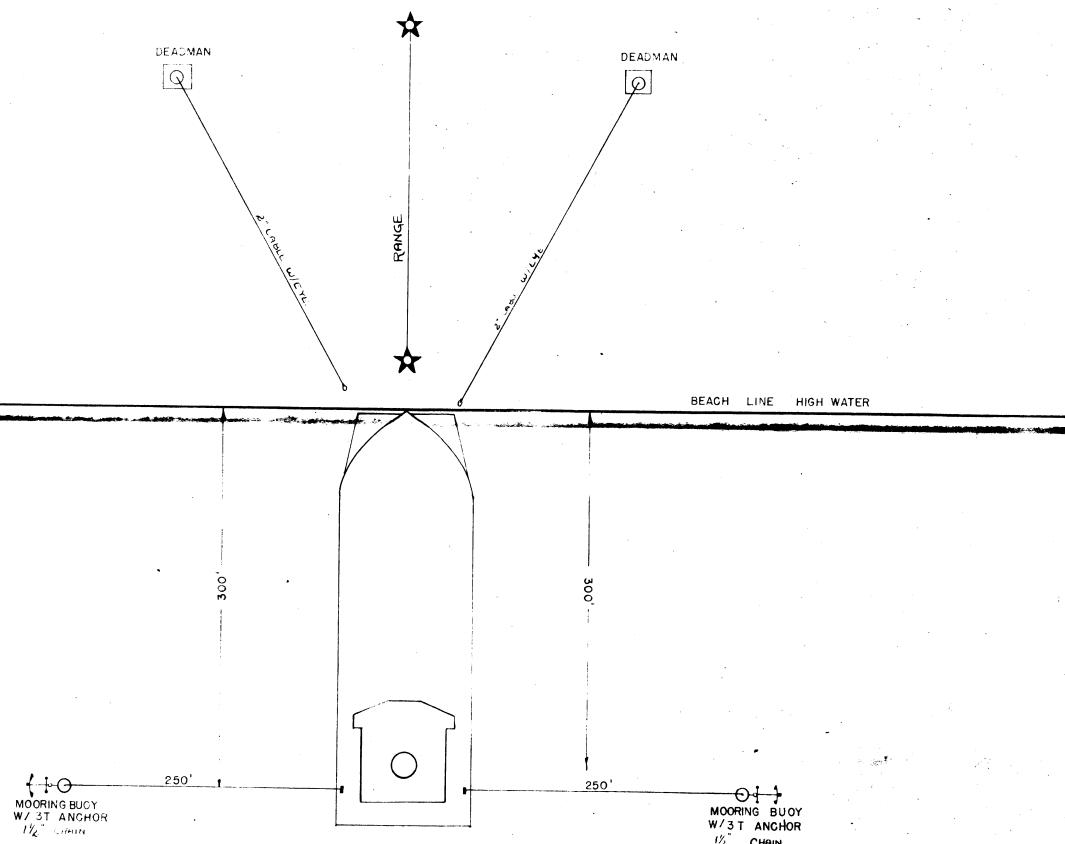
0553hrs ship at anchor with Naknek Entrance light bearing 088° True distance 5 miles in 8 fathoms of water (chart indicates 25 to 30 feet-USCG & CG chart). Reference station Nushagak- High water 1814hrs-20min- 1754hrs High of high water 17:3 plus 2:9 20:2 Slack Ebb begins 1814hrs

Approach commenced 1700hrs on Bristol Bay Cannery dock, course 056° True until right tangent Naknek Entr. Bluff bore 110° True-Course and bearings as per sketch-Soundings by hand lead varied from 18 to 30 feet and checked closely with CS chart 9051.

NOT TO SCALE



ANCHORAGE LST LANDING



RECOMMENDED MOORING INSTALLATION FOR LST
LANDING. IN ORDER TO HOLD SHIP IN POSITION
DUE TO CURRENT CONDITIONS.

PREPARED BY 15 JULY 1953
PLANS SECTION TRANSPORTATION OFFICE
USARAL